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SOURCE Newspapers as indicated.

REPORTS SABOTAGE INCIDENTS ON CHINESE RAILWAYS

KWANGTUNG STEPS UP ANTI-SABOTAGE EFFORTS -- Hankow, Ch'ang-chiang Jih-pao,
4 Jun 51

In a 3,000-word article appearing in this newspaper, the chief of the propaganda section of the political branch of the Canton Railway Subbureau mentions the following instances of sabotage which illustrate the variety and prevalence of sabotage activities with which the authorities have to contend.

On 15 April 1950, near the Ta-k'eng-k'ou station, anti-Communist elements attacked a company of railway guards and killed four men. On the following day, they removed rail spikes and fishplates which resulted in the derailment and overturn of train No 731.

On 4 September 1950, the assistant stationmaster at the Ying-te station intentionally caused the dislocation of the tracks which resulted in a head-on collision, the loss of a leg by the locomotive engineer, and great financial damage. On several previous occasions, this same man had attempted disruption of rail service, but fortunately had been prevented by the watchfulness of other railway employees.

A mechanic working in the Shao-kuan locomotive section threw a piece of a broken twist drill into the cylinder of a locomotive which seriously damaged the cylinder walls.

On 12 April 1951, a man named Tan Wen-pin, employed on a switch engine, released all the hot water from a locomotive boiler and admitted a sudden influx of cold water, hoping thereby to cause the boiler to burst. Fortunately, the attempt was detected in time to prevent serious damage.

A year after liberation, it was found that many harmful rumors were circulating in the vicinity of the Shen-ch'uan, Shih-wei-t'ang, and Ying-te stations and elsewhere. These rumors were finally traced to counterrevolutionary railway employees. Such men frequently carry on their obstructive efforts in the railway labor unions with great harm to the morale of the workers, inciting strikes and quarrels and discouraging competition in industriousness and productivity.

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BURNS RR STOREHOUSE IN NAN-NING -- Hong Kong, Hsing-tao Jih-pao, 6 Aug 51

Nan-ning -- The Heng-yang Railway Bureau's Nan-ning storehouse for materials for the Lai-pin--Chen-nan-kuan railway extension was set afire about midnight of 23 July 1951 by an anti-Communist agent who gained admission to the premises. The flames soon spread to the powder magazine and a violent explosion followed which demolished the houses of some 470 families in the vicinity as well as the dormitory for the railway engineers and clerical staff. Over 1,700 persons were affected; 18 persons were killed by falling walls; 392 others were severely injured. The property loss was heavy.

CAUSES DELAY IN COMPLETION OF LAI-CHEN RR -- Hong Kong, Kung-shang Jih-pao, 12 Aug 51

Canton, 11 August -- A worker in the employ of a certain Communist railway office stated that the Communists hoped to celebrate the completion of the Lai-pin--Chen-nan-kuan extension of the Hunan-Kwangsi Railway on 1 July 1951, the 30th anniversary of the founding of the Chinese Communist Party. However, due to repeated instances of hampering and destructive activities by anti-Communist saboteurs, particularly the interference with the construction of the big bridge across the Yung Ho at Nan-ning, the road is not likely to be completed and ready for through transportation before the first part of September 1951.

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